

Banks

Entinuations.

Intimation.

Insurances.

To-day's
Advertisements.

FAREWELL PERFORMANCE
OF
MRS. JANET WALDORF
AT
THEATRE ROYAL
TO-NIGHT
(THURSDAY), the 28th September, 1899,
in
"INGOMAR,"
"THE BARBARIAN,"
Assisted by the A. D. C.,
and
NORVAL MCGREGOR
JANET WALDORF
as
"PARTHENIA,"
NORVAL MCGREGOR
as INGOMAR and
FULL CAST OF CHARACTERS.
PRICES—8s, 5s, 2s, 1s.

Travellers will be available after the Performance.

Soldiers and Sailors in Uniform, 50 cents.
Seats on sale at ROBINSON'S PIANO CO.
Hongkong, 28th September, 1899. [11972]

CHINA NAVIGATION COMPANY, LIMITED.

FOR SHANGHAI.
The Company's Steamship.

"KAIPOONG,"
Captain Laven, will be despatched as above
on SATURDAY, the 30th instant,
for SHANGHAI and SWIRE.
Agents,
Hongkong, 28th September, 1899. [12342]

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SHANTOU.
The Company's Steamship.

"NANYANG,"
Captain Lehmann, will be despatched for the
above Port, on SATURDAY, the 30th instant,
at 10 A.M.
For Freight or Passage, apply to
DOUGLAS LARRAIK & Co.,
General Managers.
Hongkong, 28th September, 1899. [12362]

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SHANTOU, AMOY AND TAMSUI.
The Company's Steamship.

"FORMOSA,"
Captain Douglas, will be despatched for the
above Port, on SUNDAY, the 1st October,
at Daylight.
For Freight or Passage, apply to
DOUGLAS LARRAIK & Co.,
General Managers.
Hongkong, 28th September, 1899. [12372]

CHINA NAVIGATION COMPANY, LIMITED.

FOR SHANGHAI AND KOBE.
The Company's Steamship.

"TSINAN,"
Captain Andersen, will be despatched as above
on SUNDAY, the 1st October.
The attention of Passengers is directed to
the Superior Accommodation offered by this
Steamer. The First-class Saloon is situated
forward of the Engines.
A duly qualified Surgeon is carried and the
Vessel is fitted throughout with Electric Light.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 28th September, 1899. [12002]

CHINA NAVIGATION COMPANY, LIMITED.

FOR PORT DARWIN, QUEENSLAND
PORTS, SYDNEY AND MELBOURNE.
The Company's Steamship.

"TAIYUAN,"
Captain Nelson, will be despatched on
TUESDAY, the 3rd October.
The attention of Passengers is directed to
the Superior Accommodation offered by this
Steamer. The First-class Saloon is situated
forward of the Engines. A Refrigerating
Chamber ensures the Supply of Fresh
Provisions during the entire voyage.
A duly qualified Surgeon is carried and the
Vessel is fitted throughout with Electric Light.
M/R—Return Tickets issued by this Company
to and from AUSTRALIA are available for
return by the Steamers of the EASTERN and
AUSTRALIAN S.S. Co. and vice versa.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 28th September, 1899. [11472]

CHINA NAVIGATION COMPANY, LIMITED.

FOR MANILA.
The Company's Steamship.

"TAIYUAN,"
Captain Nelson, will be despatched as above
on TUESDAY, the 3rd October.
The attention of Passengers is directed to
the Superior Accommodation offered by this
Steamer. The First-class Saloon is situated
forward of the Engines. A Refrigerating
Chamber ensures the Supply of Fresh
Provisions during the entire voyage.
A duly qualified Surgeon is carried and the
Vessel is fitted throughout with Electric Light.
M/R—Return Tickets issued by this Company
to and from AUSTRALIA are available for
return by the Steamers of the EASTERN and
AUSTRALIAN S.S. Co. and vice versa.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 28th September, 1899. [11472]

CHINA NAVIGATION COMPANY, LIMITED.

FOR MANILA.
The Company's Steamship.

"TAIYUAN,"
Captain Nelson, will be despatched as above
on TUESDAY, the 3rd October.
The attention of Passengers is directed to
the Superior Accommodation offered by this
Steamer. The First-class Saloon is situated
forward of the Engines. A Refrigerating
Chamber ensures the Supply of Fresh
Provisions during the entire voyage.
A duly qualified Surgeon is carried and the
Vessel is fitted throughout with Electric Light.
M/R—Return Tickets issued by this Company
to and from AUSTRALIA are available for
return by the Steamers of the EASTERN and
AUSTRALIAN S.S. Co. and vice versa.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 28th September, 1899. [11472]

CHINA NAVIGATION COMPANY, LIMITED.

FOR MANILA.
The Company's Steamship.

"TAIYUAN,"
Captain Nelson, will be despatched as above
on TUESDAY, the 3rd October.
The attention of Passengers is directed to
the Superior Accommodation offered by this
Steamer. The First-class Saloon is situated
forward of the Engines. A Refrigerating
Chamber ensures the Supply of Fresh
Provisions during the entire voyage.
A duly qualified Surgeon is carried and the
Vessel is fitted throughout with Electric Light.
M/R—Return Tickets issued by this Company
to and from AUSTRALIA are available for
return by the Steamers of the EASTERN and
AUSTRALIAN S.S. Co. and vice versa.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 28th September, 1899. [11472]

CHINA NAVIGATION COMPANY, LIMITED.

FOR MANILA.
The Company's Steamship.

"TAIYUAN,"
Captain Nelson, will be despatched as above
on TUESDAY, the 3rd October.
The attention of Passengers is directed to
the Superior Accommodation offered by this
Steamer. The First-class Saloon is situated
forward of the Engines. A Refrigerating
Chamber ensures the Supply of Fresh
Provisions during the entire voyage.
A duly qualified Surgeon is carried and the
Vessel is fitted throughout with Electric Light.
M/R—Return Tickets issued by this Company
to and from AUSTRALIA are available for
return by the Steamers of the EASTERN and
AUSTRALIAN S.S. Co. and vice versa.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 28th September, 1899. [11472]

CHINA NAVIGATION COMPANY, LIMITED.

FOR MANILA.
The Company's Steamship.

"TAIYUAN,"
Captain Nelson, will be despatched as above
on TUESDAY, the 3rd October.
The attention of Passengers is directed to
the Superior Accommodation offered by this
Steamer. The First-class Saloon is situated
forward of the Engines. A Refrigerating
Chamber ensures the Supply of Fresh
Provisions during the entire voyage.
A duly qualified Surgeon is carried and the
Vessel is fitted throughout with Electric Light.
M/R—Return Tickets issued by this Company
to and from AUSTRALIA are available for
return by the Steamers of the EASTERN and
AUSTRALIAN S.S. Co. and vice versa.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 28th September, 1899. [11472]

CHINA NAVIGATION COMPANY, LIMITED.

FOR MANILA.
The Company's Steamship.

"TAIYUAN,"
Captain Nelson, will be despatched as above
on TUESDAY, the 3rd October.
The attention of Passengers is directed to
the Superior Accommodation offered by this
Steamer. The First-class Saloon is situated
forward of the Engines. A Refrigerating
Chamber ensures the Supply of Fresh
Provisions during the entire voyage.
A duly qualified Surgeon is carried and the
Vessel is fitted throughout with Electric Light.
M/R—Return Tickets issued by this Company
to and from AUSTRALIA are available for
return by the Steamers of the EASTERN and
AUSTRALIAN S.S. Co. and vice versa.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 28th September, 1899. [11472]

CHINA NAVIGATION COMPANY, LIMITED.

FOR MANILA.
The Company's Steamship.

To-day's
Advertisements.

NOTICE.
THE GREAT EASTERN AND CALE-
DONIAN GOLD MINING CO.,
LIMITED.
SHAREHOLDERS in the above Company
are requested to attend a PRIVATE
MEETING to be held on WEDNESDAY,
the 4th October, at 11.30 A.M. at the Office of
the Company, 9, Praya Central,
LUETGENS, EINSTMAN & CO.,
General Agents,
Hongkong, 28th September, 1899. [12382]

Antimination.

A. S. WATSON & Co.,
LIMITED.
SEEDSMEN.
OUR SHIPMENTS OF FLOWER AND
VEGETABLE
SEEDS
OR THE SEASON 1899-1900 ARE NOW
READY FOR DELIVERY.
Orders are executed from New
Stock only.

Priced Catalogues, with Hints for
Gardening, can be obtained
on application.

These SEEDS are supplied to us
by the best growers in the World.
It is particularly requested that care
be taken when sowing, and super-
vision exercised over Chinese gar-
deners, whose incompetence in deal-
ing with the seeds may sometimes
lead to disappointing results.

CLAY'S FERTILIZER
Supplies natural nourishment to
the soil.
10lbs. each \$1.75
25lbs. \$4.50

RANSOME'S LAWN MOWERS.
The Best and Cheapest Machines in
the Market. Supplied at
Manufacturer's Prices.

FERMINGER'S MANUAL OF GARDEN-
ING FOR THE TROPICS
—PRICE \$7.50.

A. S. WATSON & Co., Limited.
ESTABLISHED A.D. 1841.

The Hongkong Telegraph

HONGKONG, THURSDAY, SEPTEMBER 28, 1899.

REUTER'S TELEGRAMS.

EARTHQUAKE AT DARJEELING.
LONDON, September 26th.
Earthquakes and landslips have occurred at
Darjeeling. Upwards of two hundred people
have been killed, including several Europeans
and immense damage has been done.

THE TRANSVAAL CRISIS.
Mr. Chamberlain's despatch of the 22nd
August says that the Government is compelled
to absolutely deny and repudiate the assertion
of the Transvaal that it is an international
Sovereign State, and that the Transvaal must
have known beforehand that the conditions of
non-interference and suzerainty attached to the
franchise proposals were totally inadmissible.

THE SUDAN.
The Khalifa is making preparations to attack
the Khalifa who has established himself near
Jebel Gedir.

WEATHER REPORT.
The Observatory report says—
On the 28th at 11.55 a.m. the barometer has
fallen in E. Japan, risen elsewhere except in
the Philippines. The depression lying near S.
Formosa yesterday seems to have filled up.
The Northern depression has moved Eastward
over N.E. Japan. High pressure area over
China. Gradients rather steep with strong
monsoon on the coast and in the N. part of
the China Sea. FORECAST:—Fresh N. winds; fair.

LOCAL AND GENERAL.

ON Taimoshan last night there was an exten-
sive grass fire.

The Consul-General has been notified by
cablegram of Admiral Dewey's arrival in New
York.

The further hearing of the Huihmon murder
case, remanded from yesterday, was resumed
to-day, and again adjourned.

The annual general meeting of the Hongkong
Hockey Club will be held to-morrow in the
Cricket Pavilion at 5.15 p.m.

Miss Janet Waldorf and Company give their
last performance to-night at the Theatre Royal.
Miss Waldorf as "Parthenia" is well worth
seeing.

The U. S. S. Princeton which arrived in har-
bour this morning flew the Stars and Stripes
at her fore. She is conveying the Hon. E.
H. Conder, U. S. Minister at Peking, on a tour
of inspection of the various consulates.

To-day is the birthday of Their Majesties
the King and Queen of Portugal. Mr. A. G. Romano,
Consul-General, was "at home" from 11 a.m. to
1 p.m. The members of the Club Lusitano
held a dance last night in honour of the anni-
versary.

RECENT appointments at the Admiralty have
been made as follows:—Lieut. and Commanders.
—R. J. B. Keyes, to the *Fame*, and Edward
Kelly, to the *Whiting*. Lieutenant—Claud H.
Sinclair, to the *Whiting*. Sub-Lieutenant—
W. Tomkinson, to the *Fame*. All reappointed
on commissioning, undated.

We stated yesterday that Messrs. Sassoon &
Co. had to pay fines for non-compliance with
time-washing orders; but it appears that, al-
though Messrs. Sassoon & Co. were summoned
to the court, the lessees of the property actually
paid the fines. The authorities, however, only
recognise the registered owner and accordingly
proceed against him.

Mrs. Toyokawa Ryochi, from a banker's point
of view, gives his opinion of the Kyushu Rail-
way question. His earnest wishes are to see
peace between the two factions. The Mitsui
Bank holds about 20 million yen worth of
shares and security, and the Mitsubishi, No. 1,
No. 100, and Teikoku Shogyo Bank have each
of them from a million yen to 5 million yen
worth. If the strife continues the price of
shares may fall 10 per cent. or so and cause
panic in the markets at large.—*Japan Mail*.

We (*Japan Herald*) hear that some foreign
firms have converted themselves into Japanese
companies. As such they are Japanese juridical
persons, and claim that they can buy and own
land just as Japanese subjects. This is im-
portant, and although no official statement to
that effect has been given out, it seems as if
Dr. Lohmolt was correct. By this method
foreigners can easily evade the law, that they
cannot hold property as their own, by simply
forming partnerships with members of their
family, have them registered as Japanese com-
panies, and through this process, become
Japanese juridical persons.

The annual meeting of the Hongkong St.
Andrew's Society was held on Tuesday after-
noon. Captain G. C. Anderson, Vice-Presi-
dent, presided, in the absence of Mr. J. J. Bell-
Irvine, who resigned the office of President on
his departure from the colony in May last.
Captain Anderson was elected President for the
ensuing year. Hon. T. H. Whitehead Vice-
President, Mr. D. R. Crawford Hon. Treasurer,
and Mr. D. Wood Hon. Secretary. The ballot
for the Committee resulted in the election of
Mr. G. Murray Bain, Mr. J. C. Peter, Dr.
Kennie, and Mr. J. McKie. It was decided to
celebrate St. Andrew's Day by a Ball.

The Tokyo *Asahi* contained a statement
the other day to the effect that the German Lloyd
Steamship Company had withdrawn from the
Union of Ten Companies—including the Nippon
Yusen Kaisha—which rules the freights going
from or coming to Japan. We (*Japan Herald*)
are authorised by Messrs. H. Ahrens & Co.,
the agents of the North German Lloyd, to say
that the above report is totally without
foundation and that they have no intention
whatever of withdrawing from the freight
conference. Moreover by virtue of their position
as members of the conference they can
safely affirm that the N.Y.K. has no such
intention either. It is a pity, adds our con-
temporary, that reports of this kind should be
published without proper investigation of their
truth or falsity.

Two enquiries were held this afternoon at
the Magistrate's into the circumstances attending
the death of a Chinese woman who was found
hanging in a pig-sty in Little Hongkong, and
the other of a Chinaman who was found dead
in Po-hang Street on the 22nd instant. Dr.
Lowson gave evidence in the latter case that
death was caused by hemorrhage into the
abdomen by a ruptured spleen. Indian con-
stable 798 gave evidence of finding the dead
body on some steps and taking it to the
Central Police Station. Inspector MacNab
testified to having received the body, which
has not been identified. The man might pos-
sibly have fallen down the steps. Adjourned
to make enquiries at the Tung Wah Hospital.

Of the other enquiry, Choi Chung, a Chinese
woman, living at Little Hongkong, said that
on the 19th instant, at 3.00 p.m., she saw
deceased chopping up vegetables. At 4.30
she went into the pigsty and saw her hanging
by a red scarf round her from a beam.
Witness's husband reported the matter to the
police. Deceased had hanged herself because
her husband was ill, and the family was
reduced in circumstances. She had previously
threatened to commit suicide. She had been
married ten years and did not quarrel. She
appeared to be in her normal frame of mind on
the day she hanged herself.

Dr. Lowson gave evidence of having made a
post-mortem examination and arrived at the
conclusion that the immediate cause of death
was strangulation. In addition, there was a
considerable inflamed gland on the right side of
the neck and elsewhere; these had the appear-
ance of being plague, and he thought at the
time that the woman had been suffering from
plague, but had no means at hand to make a
fuller examination. His Honour therefore
gave a verdict of suicide, committed whilst
deceased was in an unsound mind.

**APPOINTMENT OF A SELECT
COMMITTEE.**
At a meeting of the Sanitary Board held on
June 17th, 1899, the President proposed the
appointment of a select committee for the
purpose of house to house visitation, the removal
of illegal cubicles and cocklofts, the stopping
of illegal occupation of basements and the oc-
cupation of common lodging houses. The
question has now risen concerning this select
committee. Dr. Clark, in his minute, saying that
the committee has practically ceased to exist,
or at least it does not exercise its functions and
suggesting that a fresh resolution, making the
Medical Officer of Health and the Secretary
into a committee for the above purposes. The
question was brought before the meeting of the
Sanitary Board this afternoon when the Presi-
dent (Dr. Alkinson) proposed—that the Medical
Officer of Health and the Secretary be appoint-
ed a Select Committee, under the provisions of
section 3 of Ordinance 11 of 1895, for the
purpose of granting permits for the construction
and maintenance of cocklofts and cubicles, and
for the occupation of basements in accordance
with sections 6, 7, and 8 of Ordinance 15 of 1894
and the Byelaws made under that Ordinance.

V. R. C.'s ANNUAL AQUATIC
SPORTS.

A SUCCESSFUL MEETING.

Yesterday's programme ended a very success-
ful meeting, the weather on each of the three
days being very fine. The ladies patronised
yesterday's events in great number, and promi-
nent among them were Lady Blake, Com-
modore Mrs. Powell, Commander Mrs. Hast-
ings, Madame Violette, etc. A. A. Alves
was the winner of the championship prize,
presented by Commander Hastings for obtain-
ing most points in non-handicap events. The
grassy pool event was included in the day's
programme and was won by Herbst at the first
time of asking. On reaching the box a duck and
pig were liberated, and as on the day previous,
there was a scramble in the water with the
swimmers. J. C. Logan caught the pig and
Herbst the duck. The band of the Royal
Welch Fusiliers discoursed some very sweet
music during the afternoon.

After the reports the prizes were presented by
Lady Blake in the gymnasium, where a
big audience assembled. Commander Hast-
ings opened the proceedings with the fol-
lowing remarks:—Ladies and gentlemen,
We have now arrived at the end of three
days' good sport, and it only remains to
present the prizes to the successful com-
petitors. I venture to express the opinion that
the racing this year has been of a very high
standard, and probably the most agreeable fea-
ture of it all is that we have so many promising
young swimmers coming on. As a Club it has
been a source of great satisfaction to us to see
the growing interest of His Excellency, our
President, in our aquatic entertainments, and it
gives me great pleasure to have Lady Blake
with us to-day. Our pleasure, however, is
not unalloyed. We must not forget that this
is probably the last aquatic sports that will
be held within the Club's enclosure. We
have been tenants of this site for very many
years. We hear that we are about to be evic-
ted any day, and that without compensa-
tion. I fear we could not hope to be successful
in any claim for compensation on the score of
improvements on our property, but it must be
borne in mind that we have been tenants on
license, and having no security of
tenure the Committee was not justified in erect-
ing more permanent buildings than the present.
But though they are not entitled to compensa-
tion for improvements to the property, on the
other hand we have contributed very largely to
the improvement of the manhood of the colony,
and are on that account entitled to some
consideration. (Hear, hear.) We venture to
think that the Hongkong Volunteers Corps owe
something to us, as we have been instrumental
in developing the thews and sinews of the
members. (Hear, hear.) We hope some day
to be housed in better quarters. It
is essential to any well ordered community
that it should have some sort of association
for the cultivation of manly sport, and the
members of this Club feel that they can appear
with confidence to the proper authorities for
fair consideration and for assistance in securing
another suitable site on which to continue the
good work the Club was founded to foster.
(Applause.) I have now much pleasure in
asking Lady Blake to present the prizes.

A beautiful bouquet of flowers was presented
to Lady Blake by the Chairman of the Club after
the prizes had been distributed, and one of the
most successful meetings ever held concluded
with three cheers for her ladyship.

MEMBERS' RACE—Two Lengths (Handicap).
Two prizes. First prize presented by H. E.
Sir Henry Blake, G.C.M.G. First in each
heat to swim in final.

First Heat.
F. P. Musso Oves 3 "Go" 1
S. R. Moore " 6 " 2
F. M. Rosa Pereira " 6 " 3
J. H. R. Hance " 10 " 4
A. E. S. Alves " 14 " 5
Times, 55 1/2 sec.

Second Heat.
A. J. Mackie Oves 1 "Go" 1
J. C. Logan " 6 " 2
R. Henderson " 4 " 3
I. Grant Smith " 12 " 4
A. H. Alves " 14 " 5
Times, 58 1/2 sec.

Third Heat.
H. A. Lammett Oves 9 "Go" 1
R. Lapsley " 13 " 2
J. Mills " 9 " 3
F. W. White " 4 " 4
A. Humphreys " 5 " 5
Time, 50 1/5 sec.

Fourth Heat.
F. Silva Netto Oves 0 "Go" 1
J. M. Rosa Pereira " 7 " 2
E. Herbst " 9 " 3
Frank Jorge " 13 " 4
Time, 50 sec.

Final.
Lammett 1
Logan 2
Time, 50 1/2 sec.

Five started in the final on account of Mackie
and Logan tying in the second heat. Lam-
mett got the best of Logan by about two yards.
A very good race.

RUNNING HEADERS FROM SPRING BOARD.
Two prizes.
J. M. S. Machado 1
A. A. Alves 2
F. W. White 3
R. Lapsley 4
Frank Jorge 5
A. E. S. Alves 6
J. H. R. Hance 7
Some very good diving was done by the
seven competitors. A. A. Alves and Magdalen-
ted, but on diving again the latter was awarded
premier position.

WATER POLO (Teams of seven).
White.
J. M. S. Machado F. M. Rosa Pereira
C. E. A. Hance J. H. R. Hance
E. Herbst A. Loureiro
R. Lapsley H. A. Lammett
Frank Jorge A. Humphreys
R. Henderson W. Armstrong
A. E. S. Alves (Capt.) A. A. Alves (Capt.)

For sometime it looked as if the sides were
very equally matched, and the first half ended
with no score, although the goal-keepers had
to handle smartly on two or three occasions.
The second half proved very one-sided indeed,
A. A. Alves doing smart work in scoring three
goals; Humphreys put another through, and
the game finished—Reds 4, Whites 0.

THE PLAGUE.
Cases reported to 27th instant 1,468
Do. do. during past 24 hours 0
Total 1,468

Deaths reported to 27th instant 1,411
Do. do. during past 24 hours 0
Total 1,411

Diamond cut Diamond.—"Ma mither sent
me for a pun o' beef, an' a' ye be better than
the last, w' nae fat in' 'ee in' 'ee." "Gang
hame, m' lad, an' tell yer mither tae buy
cheese."

INCREASE OF SANITARY STAFF.

The report of the Committee composed of
the President, Medical Officer of Health, and
Mr. Osborne, on the above subject has been
circulated to the members of the Sanitary
Board. It is as follows:—

We have carefully considered the question
of the necessity for additions to the present
Sanitary Board staff, and are of the opinion that
an assistant Medical Officer of Health should
be obtained from England at as early a date as
practicable.

He should possess a Diploma in Public
Health, should be under 30 years of age and
should be appointed to the Sanitary Depart-
ment but on the understanding that in cases of
emergency his services must be at the dis-
posal of the Medical Department of the Colony.

He should receive a salary of \$2,400 per annum
rising by annual increments of \$300 to \$3,600
per annum, together with quarters or a house
allowance of \$720 per annum and conveyance
allowance of \$288 per annum.

We also recommend the appointment of
three First Class Inspectors, and two additional
Second Class Inspectors of nuisances, whose
services will be mainly employed in con-
nection with overcrowding, house drainage,
and the prevention of food adulterations and as
reasons of this increase of staff we would give
in addition to those mentioned by the Medical
Officer of Health in his report to the Sub-
Committee under date of July 21st, 1899, the fact
(1) that Bubonic Plague may now be said to
have become endemic in the Colony and will
therefore require the greatest vigilance on the
part of the Sanitary staff to hold it in check and
(2) that during the five years 1894-1898 the
Sanitary Board received most valuable assist-
ance from the Police Department in control-
ling the various outbreaks of Bubonic Plague,
this during 1894 they had the exclusive ser-
vices of 13 European police officers during a
period of two months, while in 1898 equally
valuable assistance was rendered, but during
the present year it has been found quite im-
possible by the Hon. Captain Superintendent
of Police to spare any European Police for
this work, and we are given to understand that
we cannot count upon the assistance of the
police in future, and other reliable Euro-
pean assistance has not been obtainable, with
the exception of the few Volunteers who
kindly come forward for a few weeks at a time,
proved to be the close of the epidemic. The
assistance of the Volunteers is also not to be
reckoned upon in future as the feeling amongst
the community is that the Government ought
to provide a staff that should not require Volun-
teer aid except in cases of grave emergency.

Each of the Drainage Inspectors will require
a Chinese foreman at a salary of \$10 rising to
\$12 a month.

We also recommend that the clerical staff of
the Department should be strengthened by
placing the temporary Portuguese clerk, who
was appointed in April 1893, on the perman-
ent staff and by the addition of another
Chinese clerk at a salary of \$30 a month.

Extract from Report of the Medical Officer
of Health to the Select Committee.

I beg now to direct the attention of the Com-
mittee to the following matters which, in my
opinion, cannot be adequately dealt with by
the present staff and which, it may well be
argued, are entitled to receive more attention
in the future than it has been possible to give
to them in the past.

OVERCROWDING.—The abatement of
overcrowding necessarily involves night visits
of a sanitary nature to the tenements of the
poor, and this is a very onerous task. (Vote 5.)
Ord. 15 of 1894 and this work is at present
done by one of the First Class Inspectors,
but in order to be effective and to have any
appreciable result such visits should be
made every night, and this can hardly be
done by an Inspector who has in addition
the supervision of two Health Districts,
several cemeteries and of the housewashing of
tenement dwellings. Night visits frequently
involve prosecutions and place both these
matters in the hands of the same man with
also the service of all Sanitary Board notices
as evidence of such service is required when
prosecuting, and I consider that at least two
additional Inspectors could devote the whole
of their time to night-visitations and prosecu-
tions and that their services are necessary if
any systematic attempt is to be made to deal
with the question of overcrowding.

ADULTERATION OF FOOD AND DRUGS.—
Early in 1896 the Government, at the instiga-
tion of the Sanitary Board, passed an ordinance
dealing with the question of the Adulteration of
Food and Drugs, but this ordinance has practically
remained a dead letter since it was passed owing
to the absence of any staff to administer it.
During 1898 only 35 samples were analysed in
accordance with the provisions of this Ordinance,
and of these no less than 27 were
specimens of wines and spirits mostly forward-
ed by the Police, nine of these specimens were
found to be adulterated, while of six samples
of milk submitted during the year no less than
4 were found adulterated, and in view of the
many cases of

SURVEYOR'S REPORT ON APPEAL FROM R. A. MESS.

At the last Sanitary Board meeting it was agreed to refer the application for two drains for the R. A. Mess, to the Surveyor for report. The following report has now been circulated to the members.

There is no objection to granting this application, for whether it be granted or not, the urine will find its way into the drain through the traps and without the specified usual flush, such is the general state of affairs throughout the city, and so it will continue until such time as we have an adequate water supply when water carriage generally should be enforced through European tenements and urinals permitted in Chinese tenements.

N. B.—Details of fittings etc., to be submitted to this office as usual if passed by the Board.

SHIPPING NOTES.

A Non-Conductor of Heat.

The four Lancashire boilers in the boiler house of the Midland Railway Company's new electric lighting station, Kentish Town, are stated to be entirely enclosed and covered over with plates which rest on iron girders. The plates, having been covered with the United Asbestos Company's "Salamander" non-conducting composition, which sets hard, is very durable, and can be walked upon without injury. Access to the boilers for examination or repairs is had through man-holes in the front, but the plates with which they are covered can be entirely removed and replaced with ease. This arrangement is at once simple and effective, and although the working pressure is from 160 to 170 lbs. the temperature of the boiler house is very pleasant, and the boiler can be walked over without the slightest discomfort. The chief officials of the Midland Railway have expressed their complete satisfaction with the way in which the covering of the boilers and pipes has been carried out by the United Asbestos Company.

Shipments of British Coal.

The shipments of coal last month from the several ports of the kingdom were thus distributed, in comparison with July last year:—

SHIPMENTS TO FOREIGN PORTS.	
From	Tons.
English and Welsh ports	3,531,031
Scotch ports	389,119
Total	3,920,150
SHIPMENTS TO COAST PORTS.	
From	Tons.
English and Welsh ports	1,255,332
Scotch ports	125,009
Total	1,380,341
Add foreign	2,539,809
Grand total	3,920,150

The principal increases in the shipments to foreign ports have been to the Baltic and North Europe, France, Portugal, Genoa, Buenos Ayres, Cape Verde, Las Palmas, Cape Town, and Bombay. But Port Said, Constantinople, Alexandria, the Piræus, Rio Janeiro, Aden, and Ceylon have taken less.

A Big Sailing Vessel.

A striking example of the improvements and economies on sailing-ships is afforded just now by a new American ship, the five-masted schooner *John B. Prescott*, which is said to throw entirely into the shade the only five-masted American ship previously existing (the *Governor Ames*), not only with regard to size, but also in carrying capacity and speed. The *John B. Prescott*, which cost \$100,000 to build, can carry a cargo of close upon 4,000 tons of coal on a draft of 23 ft., and her steering apparatus is worked and her sails manœuvred by steam power, and many other operations are performed by the same medium. The length of her keel is 282 ft., the width of her hull 41 ft., the depth of her holds 21 ft. 6 in., and the length over her deck is 318 ft. She has five masts of Oregon pine-wood, each of which is 112 ft. high and 29 in. in diameter, and 10,000 yards of sail-cloth were used for her sails; this is quite as much or rather more canvas than is carried by the largest sailing-vessel in the world—Messrs. Laird's five-masted *Peter*—which has a carrying capacity more than 40 per cent. greater than this new American ship. And yet, if the accounts published respecting her are true, this five-masted schooner, with her enormous spread of sail, will be enabled by means of her labour-saving appliances to carry a crew of only twelve men, viz., captain, two mates, one engineer, one steward, and seven seamen.

War-risk Insurance.

An interesting war-risk case was recently heard before the Bordeaux Tribunal of Commerce. The action was brought by Messrs. Manuel Souta & Co., recoverers of 6,125 francs, the value of merchandise shipped on board the British s.s. *Foscobia*, which was sunk in a collision with the United States cruiser *Columbia* in May, 1898, during the Spanish-American war. The goods were insured against ordinary risks with the *Nouvelle*, of Havre, and the *Neuchâtelaise* and *Fortuna* Companies, and against war-risk with the British & Foreign Company. The Tribunal was called on to decide whether the casualty was due to an ordinary risk or to a war-risk. The *Columbia* was acting as a scout to discover enemy's vessels, and did not show lights or make sound-signals; and the collision occurred at night during thick weather. The issuers of the ordinary policies maintained that the collision arose out of an act of war; the British & Foreign Company contended that the risk was an ordinary one, and that so long as the collision was not voluntary and due to a formal intention to destroy an enemy's ship it was only a normal risk covered by ordinary insurance policies. The Tribunal admitted that the accident was not the consequence of a direct act of hostility against the suffering ship, but held that the collision developed in a direct manner from a state of war, and that the British and Foreign Company was therefore liable.

The Court dissented from the Company's theory, as stated above, which would be equivalent to the suppression of war-risks for vessels belonging to neutral nations, seeing that international acts of hostility were only of rare occurrence. It was evident, the Tribunal maintained, that divers circumstances, and, in particular, the abnormal conditions in which armed vessels were navigating, constituted special dangers which are the direct result of a state of war. In the present case it was a matter of public notoriety, proved by documents before the Court, and admitted by all parties, that the *Foscobia*, which was navigating at night in thick weather, during the Spanish-American war, was run into and sunk by the American war-vessel *Columbia*, which was acting as a look-out ship, performing a war service, and navigating without lights or making sound-signals, notwithstanding the fog. Without examining the conditions under which the collision occurred, the Tribunal found it to be "certain that the crew of a powerful vessel in foggy weather, obliged by the service she was per-

forming to inspect closely the ships of which she might meet the signals, and at the same time to show no lights and sound no signal that would reveal her presence, constituted an exceptional danger inherent to the mission on which she was employed. It could not be said that the *Columbia* intended to run into and sink the *Foscobia*, but it was certain that the serious accident that caused the loss of the British steamer was a direct consequence of the act of war the *Columbia* was performing, and of the state of war existing at the time. The collision that occurred was a war-risk." Writing on the general question on the 2nd June, 1898, shortly after the commencement of the late hostilities, when there was considerable time to spare, what war-risk policies covered, I said: "In this country the words 'all consequences of hostilities' cover the assured against all perils incident to a state of war, amongst which perils must certainly be classed the planting of mines, etc., in the approaches to ports, putting out lights *pro tem*, etc."

Board of Trade Rules and Insurance.

English shipowners are constantly being told on complaining of the worrying tactics of the Board of Trade, and the needlessly restrictive enactments of the Legislature in regard to British shipping, that after all there is no substantial ground for their protests and complaints, because their steamers are insured on much cheaper terms than are required by underwriters from the owners of foreign steamers, which are almost unrestricted by law. Such assertions are unwarrantable, for it is undeniable that foreign shipowners pay considerably less for insurance than is customary in this country, as is readily seen on examining their accounts. Doubtless much of this foreign insurance business is effected with Companies which are not considered good enough for English owners, and there is much to be said in favour of caution in regard to certain foreign Companies. But over and above this the fact remains that many foreign-owned fleets are particularly favoured by certain underwriters here, who will often give better terms for the same boat under a new and foreign flag than they would concede to her when under a British register. Higher values are sometimes given by the new owners, but not values by any means sufficient to account for the difference in the terms. If underwriters are affected at all in their ideas of premium rates by their knowledge of the peculiarities of foreign fleets, as is often contended, it would appear to be in an adverse direction, for they seem to prefer to write lines on foreign rather than on British-owned ships at the present time.

Labour Department.

The Labour Department of the Board of Trade report the state of employment as "good and steady," with a smaller percentage of unemployed than at any similar period since 1890. Of 123 trade unions making returns, with an aggregate membership of 506,169, 11,205 members were unemployed. This is 2.2 per cent., and compares with the same percentage in the previous return and with 2.6 per cent. at this time last year, when, however, only 17 unions, with a membership of 464,754, reported. In the coal-mining industry the average number of days worked is just about the same as a year ago. In the pig-iron industry employment is much better than a year ago, 114 ironmasters reporting 372 furnaces in blast, or 29 more than in July last year, when, however, many were out of contact of the Welsh coal strike. In the iron and steel industry employment is considerably better than a year ago, being 30,068, as against 24,828 at same time last year. So in the engineering and metal trades the percentage of unemployed members being now 2.5 as against 3.3 a year ago. A further improvement is also reported in the shipbuilding trades, the percentage of unemployed being now only 1.4 per cent.—and it need not be that, if men would only go where the work is, and not wait for the work coming to them. Of 515 fresh trade disputes occurred last month, involving 16,000 workers, and 63 old and new disputes were settled, involving 14,378 workers. Of these, 18 were decided in favour of the workers, 19 in favour of the employers, and 23 were compromised.

British Shipping in Sicily.

In his annual Consular report on the trade and commerce of Sicily for last year, Mr. Sidney Churchill states that the entries of British vessels at Palermo last year were 322 vessels, of 299,644 tons, at Messina 155 vessels, of 160,277 tons, and at Catania 155 vessels, of 172,347 tons. The tonnage in each instance showing a serious falling off as compared with the previous two years. Mr. Churchill attributes this decline to the following reasons: that foreign ships of equal tonnage load deeper, pay less wages and less for rations; that foreign laws enable shipmasters to exert more control over crews than British shipmasters possess; to the absence under the British flag of small handy steamers of from 500 to 800 tons, because less capital is invested in foreign vessels, the earning of such vessels paying better especially when old British vessels are bought; and to the absence of strikes amongst foreigners. He considers that it would have been more profitable for the owners of British vessels to break their vessels up rather than have sold them to foreigners to run in opposition to them. The Consul states that the most remarkable feature of the situation is that it is not foreigners who are given up British shipping, but important British firms who are chartering foreign ships for their trade. As showing the decline between loading a foreign and British vessel of the same tonnage he refers to the foreign vessel *Greco*, chartered to Palermo, with calls, which loaded 150 tons more at 98. 6d. per ton (making, in addition to the saving in wages, about £70 per trip more freight) than a British ship of the same tonnage.

Indefensible as the practice of selling our "obsolete" ships to foreigners may appear to outsiders, there is no real ground for supposing, as Consul Churchill does, that it would have been more profitable for the former owners of such vessels to break them up than to sell them to run in opposition. There is no comparison between a breaking-up price of, say, £2 per ton, and the £6 per ton or more offered by the foreign buyer, and the £8,000 steamer would take a lot of losing at the competing tactics of the vessel in the hands of her new owners, should she come into direct competition, as is seldom the case. Looking at the question broadly, it naturally would seem to be bad business thus to provide competitors with cheap tonnage, but after all, the interest of private ownership must have the greatest attraction, and sentimental objections come in a long way behind. Another point to be noticed is that the English ship-owner who sells his obsolete boats to foreigners usually invests the proceeds in new vessels of approved modern type and larger size; so that he is able to take on other work for which the smaller ship was unsuitable, and to a certain extent closes an opening for the foreigner in that direction—and we cannot expect to do all the trade at sea. But the real moral of this "sold foreign" business is revealed in the scandalously early age at which our boats become "obsolete."

or rather unprofitable, under a British register, owing to our laddish legislative fancies, whilst the boats become a veritable "gold mine" to their new owners immediately they can run up under other flags than the red ensign. If the British Legislature had deliberately planned the ruin of the shipping trade of this country it could not have proceeded on more successful lines than those adopted for many years past. The foreigners load deeper than our boats are allowed to do, and the vessels are just as safe, as is evident from the casualty reports; and in many ways they are able to work alongside our ships at a great advantage. The sale of our vessels, which is no longer confined to old tonnage, will receive its first check when, and not until, the international basis is adopted for all shipping enactments, rules, and regulations, as has so often been advocated in the journal—and that will be never, because foreigners, not being fools, will not level up, and if we were to level down would still go one lower.

Protective Russia.

Russian steamers alone are to be allowed to carry on the trade between Russian ports, wherever situated, after the 1st January, 1900. In the trade will have to be reduced to infinitesimal proportions or a considerable increase in the national mercantile fleet will have to be arranged if the Order is not to be treated as a dead letter. So insignificant is the Russian fleet in question, that no place is given to Russia in the tabulated statement of the Suez Canal traffic which is published each year, although it descends as low in the scale as to include Italy with 74 ships, of 208,418 tons gross register; and this is particularly striking in view of the Eastern developments of Russia. The figures for last year are not yet published, but it appears that in 1899 Russia owned only 261,584 tons of shipping, reckoning in all vessels of 2 tons and upwards. That is a poor fleet to carry on the coasting trade of an Empire like that of Russia and owners here are wondering how long a time will elapse before an Order from the Emperor of All the Russias again postpones the date when this arrangement is to come into force. The Russian fleet of steamers is smaller than that of Hamburg alone, which consists of 514,099 tons, and is but slightly in excess of that of Bremen, with 252,227 tons; and there can be little doubt that the coastwise trade restriction to Russian boats will seriously handicap the nation if it is enforced whilst the fleet is so utterly inadequate. One "graceful" concession has been made in allowing the transport of salt from ports on the Sea of Azov and the Black Sea (until special orders) to vessels under foreign flags, for which shipowners will feel as grateful as their slight appreciation of the conditions of that trade will allow.

Inquest on the "Bullfinch" disaster.

The inquest on the eleven men who died from the result of injuries sustained by the recent accident on the torpedo-boat destroyer *Bullfinch*, was concluded at Haslar Naval Hospital, Gosport, on the 17th ultimo. Mr. Stubbs, manager of Messrs. Cammells' works at Gosport, deposed, having examined the broken sash as well as the cracked rods, he thought in the form of the cracks, rods, he thought that they were the fault of the material. His opinion the fracture was caused by the rapid alternation of compression and expansion. In the light of what had happened he thought the high pressure and intermediate connecting rods should either be differently designed or the sections strengthened. Mr. H. J. Orm, inspector of machinery at the Admiralty, said there was an undoubted value in the hollow rod, because lightness was most essential, and the hollow form was the strongest for a certain weight of metal; that was, assuming the connecting rod to be a strut. It was also strong for bending, but in tension it would not make any difference. He thought there were variations in the quality of the metal tending to weakness, and also that the dimensions of the jaw were rather light and insufficient to allow for these variations. The jury found that there was no precise evidence of the cause of the actual fracture. They considered that the rods were not capable of withstanding the great strain of the high speed of 29 or 30 knots, and that the weakness emanated both from slightly faulty design, namely, rods weakened by excessive boring, and inferior metal at the jaw at the point of vertical fracture, and also from the quality of the material, it not appearing to be uniform quality. The jury were of opinion that a surgeon should be carried on these trial trips.

THE CHANCES OF REVOLUTION IN FRANCE.

That France is in a condition of moral anarchy, her people hopelessly divided in opinion, her Army so wild with irritation as to be almost out of hand, and her fanatics ready for any crime which has the faintest political excuse is too evident to require proof. She is in a mood which she has often displayed before, when Voltaire's sarcasm on the Frenchman as a mixture of the tiger and the ape seemed for the moment not too savage to be accurately descriptive. The attempt to murder M. Labori, merely because he is the counsel defending Dreyfus, shows conclusively the temper into which she has risen, as also does even more conclusively the way in which the assassin must have been shielded by those aware of his crime. Nevertheless, we think there are at least three strong reasons for believing that France will neither plunge into civil war, as the *Times* correspondent expects, nor enter, immediately at least, upon the path of revolution.

The Government is evidently in strong hands. General Gallifet declares that he is individually responsible for the recent purification of the Army by the removal of all suspected generals from their posts in Paris, but the cabinet as a whole must have approved those steps—one of which, the dismissal of General Negrier, was an act of singular audacity—and it is the civil government which has attacked, and we think, overthrown the strong organizations which were plotting the ruin of the Republic. Those organizations had probably gained over some regiments, and the Minister of the Interior in attacking them openly displays a nerve which was at once recognised throughout France, and which will probably prevent all resistance. The French respect strong Governments, partly because they love to be protected, and think that only a strong Government can do so, and partly because they are afraid of the foreigner, some of the Red Republic, some of a great fall in bourse values, but all confide their defence to the Government, and like to see it arresting, prosecuting, and when necessary shooting, all disturbers. They have no reliance except upon the central power, and whenever it shows itself weak it becomes unpopular. With such a Government as the present there is no necessity for revolution, authority believed to be stronger than a Republic, and consequently, we incline to believe there will be none. General Gallifet is considered a good substitute for any possible Dictatorship.

It is impossible for the people to rise without the consent of the Army, and there are reasons why the Army should not give its consent. If it rose, it would wish to make its own favourite

head of the State, and it has no favourite. No general has won a victory under the Republic, or has established a claim to the confidence of the Army in general. General Boulanger had no fault-finders, but since his time no one has done even that. General Negrier, who was removed without difficulty, was probably the most trusted of all officers. The absurd attempt to raise Major Marchand, a mere explorer, though one of unusual courage, into a Pretender sufficiently proves the absence of any commanding spirit in the Army, and without such a spirit the Army is not a whole. The generals are not certain that their men would follow them in a revolutionary *coup d'état*, especially if the object of the movement were the elevation of the House of Orleans, nor that certain regiments, particularly those raised in the north, would not break away from the general body. There is a contingency no general will face, a civil war between barracks, being too dreadful to contemplate, especially for men who at heart desire to reconcile their personal ambitions with the good, or at least with the glory, of their country. One week of civil war, with the Army joining in as a disunited body, would destroy the rank of France among the nations, and make the great war, of which every French officer dreams, very nearly impossible. We do not think therefore that the Army under its present leadership will refuse to obey, especially while General Gallifet is Minister of War, and so long as it obeys, a descent into the streets is ludicrously impossible. The waters would be mown down in swaths like the Dervishes at Omdurman.

Last, though not least of the reasons against revolution, is the intellectual inferiority of the plotters. The anti-Semites have no chief unless it be the rather ridiculous person who has this week been barricading himself in his club house, like a schoolboy protesting against bad marks, and whom M. Waldeck Rousseau, probably for adequate reasons, has treated with such singular leniency. M. Clemen might become a dangerous rioter, or even lead in a general attack upon Jews, but he is not the leader for a great insurrection. His very name is unknown to half the population. The radicals share the difficulty of the anti-Semites, and are not just now in opposition, whilst the Bonapartists are unusually quiet. They are said to be hampered by a division between their leaders, and even if that is untrue they obviously are not ready. Their chance consists in the perfectly unknown character of Louis Bonaparte, the Russian artilleryman, and he remains in Russia, probably waiting for some event which does not occur. There remain the Royalists, and it is understood that the "plot" frustrated this week was organised in the interest of the Duke of Orleans. Plots in the interest of the Bourbons do not succeed. The peasants, in the first place, do not like them, and peasants supply nearly two-thirds of all the Army recruits. It is true that the Church is on that side, and that many of the officers are clerical, but clericalism has little real hold in France, and the general people have no idea of the Duke of Orleans, who, to put it mildly, is evidently not a man of first rate capacity. It may be doubted, too, if the party is the party it is generally supposed to be, the party of the Pope, as he has accepted the Republic, its aristocratic and plebeian supporters suspect one another, and it must have traitors within its ranks for its plans are always made known to the authorities, and its papers are always seized. It depends, too, a little too much on bribery. Money has always played its part in every French Revolution, but its use indicates a certain want of imagination in a party which, if it has not imagination, has, except clericalism, no strong motive power. The Royalist plotters are, in fact, too poor, from whom the Republic, if even decently guided, has nothing to fear, and the guides are for the present competent men.

We think, therefore, in spite of many appearances, affairs will go on in France with much agitation but no general overturn.—*Economist*.

IN A WATER SPOUT'S PATH.

COVELLO, August 21st. A portion of Round Valley was visited yesterday by a storm that was remarkable for its peculiarity. A column of water in whirling motion resembling a waterspout, passed over the city doing considerable damage to grain in stacks yet unthreshed. The first indications of the phenomena approaching was the appearance of a dark storm cloud over the eastern range of hills, slowly sailing into the valley. At 5 o'clock the southern part of the valley was obscured by the cloud burst. Heavy peals of thunder with startling lightning flashes continued throughout the afternoon. In Covello, the center of the valley, only a light rain fell, while in the southern part of the valley a waterspout was raging. In less than an hour after the passing of the waterspout the sloughs and waterways that are always dry at this period of the year, were overflowing their banks, tearing away flood gates, and crashing road bridges.

The highways were washed out badly and extensive repairs will be necessary to make them passable. As a result of the storm fish, dreds of fish were killed in Round Valley creek, which was directly in the path of the waterspout. The surface of the stream was literally covered with dead fish of all sizes. From the great quantity and appearance of the fish there is no question but all those in this immediate portion of the stream were killed. It is generally believed that the storm was electrical and the fish were electrocuted. The most likely explanation is that the sudden rush of water into the creek bringing rubbish and foreign matter killed the fish.—*S. P. Chronicle*.

SHIPPING REPORTS.

Captain Clyn, of the steamship *Artie*, from Kobe, &c., reports:—Left Kobe at 5.30 a.m., on the 20th inst., Foochow on the 26th, and anchored in Hongkong harbour this morning. Fresh N.E. winds with continuous rain when experienced light clearing inland Sea when heavy N.E. swell with strong winds were encountered. Barometer falling very low, ran for shelter in Seriki Bay, thence to Foochow, moderate N.E. wind with heavy swell, thence to arrival moderate breeze and swell with fine weather.

NOTANDA.

CALENDAR.

SEPTEMBER.

Metereological means based on fifteen years' observations to 1898.

Barometer.....29.824
Thermometer.....80.4
Humidity.....77
Rainfall.....8.33

TO-DAY.
WEATHER REPORT.
On date at On date at
Barometer.....29.99 29.92
Temperature.....79 77
Humidity.....48 59
Rainfall.....— —

TO-DAY.
Thursday, 28th September, 1899.
Chinese—25th of 8th moon of 25th year of Kwang-su.
Sun—Rises.....5hr. 50min.
Sets.....5hr. 50min.
High water—Morning.....2hr. 20min.
Afternoon.....none
Low water—Morning.....11hr. 20min.
Afternoon.....none
No inferior high—nor low—water.

ANNIVERSARIES.
1836—Rules and Regulations of the Morrison Education Society approved.
1840—Louis Napoleon sentenced to perpetual imprisonment for the landing at Boulogne.
1860—Capture of Ancona by Garibaldi.
1870—Surrender of Strasburg.
1887—Yellow River burst its banks in Honan; calamitous inundation.
1889—Death of Hon. F. Stewart, Colonial Secretary of Hongkong.
1890—Departure from Macao of the German steamer *Anigo*, the first (and last) vessel of a line between China and Mexico, with 486 Chinese passengers.
1896—Serious rising near Swatow.

TO-MORROW.
Friday, 29th September, 1899.
Chinese—25th of 8th moon of 25th year of Kwang-su.
Sun—Rises.....5hr. 51min.
Sets.....5hr. 51min.
High water—Morning.....3hr. 16min.
Afternoon.....3hr. 44min.
Low water—Morning.....11hr. 50min.
Afternoon.....11hr. 44min.

ANNIVERSARIES.
1834—Trade resumed with British Merchants at Canton.
1865—Hurricane at Manila, causing immense damage to shipping.
1888—Steamship *Kildare* lost near the Paracels, four of the crew drowned.
1898—Death of the Queen of Denmark.

SHIPPING AND MAIL NEWS.

MAILS DUE.
English (*Parramatta*) to-morrow.
American (*Doric*) 30th inst.
Indian (*Chelodya*) 2nd prox.
Canadian (*Empress of China*) 4th prox.
American (*Nippon Maru*) 10th prox.
The O. & O. S. Co.'s *Doric* with mails &c. left Shanghai for this port this morning at daylight.

The steamer *Oniza* from Glasgow and Liverpool left Singapore for this port yesterday p.m., and may be expected here on or about the 1st prox.

The steamer *Kaisara* from Glasgow and Liverpool left Singapore for this port to-day a.m., and may be expected here on or about the 2nd prox.

The Canadian Pacific Railway Co.'s R.M.S. *Empress of China* arrived at Kobe on Wednesday, at 5 p.m., and left the same day at midnight for Shanghai, where she is due to arrive on Saturday the 30th inst. at 10 p.m.

HONGKONG AND WHAMPOA DOCK RETURNS.

Ship	From	At
<i>Isla de Cuba</i>	"	Kowloon Dock
<i>Isla de Luzon</i>	"	"
H.M.S. <i>Bonaventura</i>	"	"
<i>Feliza</i>	"	"
<i>Legazpi</i>	"	"
<i>Nanshan</i>	"	"
<i>Kiangfak</i>	"	"
<i>Sindia</i>	"	"
<i>D. Juan d'Austria</i>	"	Cosmopolitan
<i>Taiyuan</i>	"	"
<i>Suevia</i>	"	Aberdeen

PASSED THE CANAL.

Outward—25th August—*Glaucus*, *Siam*, *Vladimir*, 25th August—*Andalusia*, *St. Mary*, *Chelodya*, 1st September—*Benlari*, *Alger*, *Ringo Maru*, *Onha*, 5th September—*Glaucus*, *Chelodya*, 8th September—*Shanghai*, *Puritan*, *Alfon*, 12th September—*Sydney*, 15th September—*Samaki Maru*, *Siberia*, *Spithead*, 19th September—*Almonmouthshire*, *Lady Joyce*, 22nd September—*Malacca*.

Homeward—22nd September—*Benlari*, *Dardanis*.

Shipping.

Arrivals.

PRINCETON, American gunboat, 1,000, Comdr. Harry Knox, 28th Sept.—Amoy 27th Sept.
AHLBE, British steamer, 2,500, Comdr. Clyn, 28th Sept.—Kobe 26th Sept., and Foochow 26th, General.—(Gibb, Livingston & Co.)
QUAKA, German steamer, 1,146, H. Johansson, 27th Sept.—Saigon 23rd Sept., Rice.—Sander, Wieler & Co.
NANVANG, German steamer, 983, Th. Lehmann, 28th Sept.—Swatow 27th Sept., General.—Douglas, Laprak & Co.
ANPING, Chinese steamer, 1,158, Stewart, 28th Sept.—Canton 27th Sept., General.—C. M. S. N. Co.
KACHING, MARU, Japanese steamer, 2,143, S. Fujiki, 28th Sept.—Kuchimotzu 23rd Sept., Coal.—Mitsui Bussan Kaisha.
HALIOTIS, British steamer, 1,046, Blair, 28th Sept.—Singapore 20th Sept., Petroleum.—Arnhold, Karberg & Co.
ROHILLA, British steamer, 2,216, S. de B. Lockyer, R.N.R., 29th Sept.—Yokohama 20th Sept., General.—P. & O. S. N. Co.
EQUATORIA, Belgian steamer, 1,200, Ch. Daly, 29th Sept.—Saigon 23rd Sept., Rice and Flour.—Order.

Clearances at the Harbour Office.

China, German str., for Chefoo.
Kosai Maru, Japanese str., for Swatow.
Choyang, British str., for Swatow.
Haliotis, British str., for Yokohama.
Taites, German str., for Hongay.
Haiman, British str., for Swatow.
Bingo Maru, Japanese str., for Nagasaki.
Pak Kong, British str., for Canton.
Kong Pak, British str., for Canton.
Wo Ping, Chinese steam-launch, for Wuchow.
Kwai Lun, British steam-launch, for Macao.

Departures.

Sept. 28, *Kwang Lee*, Chinese str., for Canton.
Sept. 28, *Shitan*, British str., for Amoy.
Sept. 28, *Lycenon*, German str., for Shanghai.
Sept. 28, *Choyang*, British str., for Shanghai.
Sept. 28, *Sechemen*, British str., for Bangkok.
Sept. 28, *Bingo Maru*, Japanese str., for Japan.
Sept. 28, *Kosai Maru*, Japanese steamer, for Vladivostok.

Passengers—Arrived.

Per *Quarta*, from Saigon—102 Chinese.
Per *Nanyang*, from Swatow—82 Chinese.
Per *Artie*, from Kobe &c.—Mr. and Mrs. R. Reed and Mr. H. Stubbs.
Per *Equatoria*, from Saigon—21 Chinese.

Per *Rohilla*, from Yokohama for London—Mr. J. T. D. Hutton, Miss Hutton, Fleet-Eag. F. J. Moore, R.N., and Mrs. Hutton. For Marseilles—Miss Hutton and Comdr. Lovelock. For Singapore—Mr. J. H. Nedla. For Hongkong—Mr. H. W. Andrews, from Kobe for London—Mr. F. W. Thomas, Miss C. F. Thomas, and Mr. F. E. Hammond. For Hongkong—Mr. and Mrs. E. V. Kellett and servant, Mr. and Mrs. W. D. Kirkman, Mrs. and Miss Parsons, and Master Parsons.

Miscellaneous Exports.

The German steamer *Albia*, Hongkong to Port Said, 16th September, took—1 case Cigarettes; for Havre—6 cases Woodware, 20 cases Feathers, 20 cases Cantharides, 34 cases Bristles, 40 cases Blackwoodware, 42 packages Bamboo, 66 cases Human Hair, 156 cases Chinaware, 183 packages Cans, 895 rolls Matting, and 1,712 packages Tea; for Havre and/or Hamburg—13 cases Silks, 5 cases Blackwoodware, 10 rolls Matting, 11 rolls Tea Mats, 14 cases Human Hair, 25 cases Bristles, 34 cases Chinaware, 50 cases Staranised, 94 boxes Feathers, 130 cases Cassia, 150 rolls Mats, 200 packages Cans; for Havre and/or Hamburg and/or London—1 case Tea, 1 case Curios, 20 boxes Essential Oil, 40 cases Bristles, 70 bales Feathers, 100 bales Plumbago, and 100 cases Preserves; for Havre and/or Hamburg and/or Antwerp—40 cases Bristles; for Havre and/or London—525 bales Cans; for Hamburg—1 case Gongs, 2 cases China Ink, 3 cases Bambooware, 3 cases Paper, 3 cases Paper, 3 cases Silks, 4 cases P/Effets, 6 cases 6 cases Shells, 8 cases Cigars, 9 bags Copal, 9 cases Sundries, 10 cases Essential Oil, 11 cases Human Hair, 20 bales Rattan Shavings, 67 cases Chinaware, 70 cases Bristles, 100 bales Broken Cassia, 100 cases Cassia, 100 bales Chinaware, 101 cases Palm-leaf Fans, 100 bales Feather, 173 cases Tea, 205 cases Preserves, 303 rolls Matting, 453 cases Preserves and 796 packages Cans; for Hamburg and/or Antwerp and/or London—75 cases Bristles; for Hamburg and/or London—126 packages Cans and 250 cases Preserves; for Hamburg and/or Antwerp—120 cases Bristles; for Hamburg and/or London and/or Antwerp—15 cases Bristles; for Hamburg and/or Bremen and/or London—20 bales Preserves; for Hamburg and/or Amsterdam and/or Rotterdam—130 cases Preserves; for Amsterdam—2 cases Chinaware and 525 cases Preserves; for Rotterdam—38 bales Leaf Tobacco and 125 cases Preserves; for Antwerp—5 packages Rattanware and 19 packages Cans; for Christiania—5 cases Curios; for Copenhagen—2 cases Sundries and 422 packages Fire Crackers; for Buenos Ayres—112 packages Fire Crackers; and for Lisbon—13 cases Chinaware.

STEAMERS EXPECTED.

Names.	From.	Dur.
Parramatta	Singapore	To-morrow
Andalusia	Singapore	To-morrow
Donie	Shanghai	Sept. 30th
Onha	Singapore	Oct. 1st
Hiroshima Maru	Shimonoseki	Oct. 1st
Chelodya	Singapore	Oct. 2nd
Kaisow	Singapore	Oct. 2nd
Wientjin	Singapore	Oct. 3rd
Penlarg	Singapore	Oct. 3rd
Malaya	Mororan	Oct. 3rd
Empress of China	Japan	Oct. 4th
Hippom Maru	San Francisco	Oct. 10th

BOER AND BRITON.

We hope and believe that the prospects of peace in South Africa are brightening and though there is some vagueness in the news from that quarter, all that we do positively know seems to be making for a peaceful settlement. President Kruger, it is reported, has made such concessions as will, in the main, correspond with those asked for by Sir Alfred Milner at the Bloemfontein Conference, stipulating only that the integrity and internal independence of the South African Republic shall be guaranteed. If this is so we do not see what remains for discussion, unless it is held that behind the apparent concession there is a determination not to really concede. But we confess we do not perceive this, and that a belief in the good faith of President Kruger is more dignified and honourable for our Government goes without saying. The really sinister feature of the situation is that, as more and more concessions are announced, so more and more demands are put forward by a section of the Uitlanders, who, as one of their number said with inconvenient candour, do not want the vote, but do want the mines. If we are to go on making demands of a nature which it is impossible the Boers should concede, we shall be in the odious position of rendering a peaceful settlement out of the question. But we must not suppose that the irrepressible vapourings of a few persons with ulterior objects of their own to serve are to be taken as expressing the views of the British Government. We must assume, notwithstanding certain injudicious words which Mr. Chamberlain has let fall, that the Government honestly stands by the Bloemfontein Conference; and therefore that, if President Kruger has conceded substantially all that the Cape Commissioner asked for at that Conference, the tension is over, and details only are now in question. If that is not the case, either there is no concession, or the Conference would become a mere farce, in which the representative masked his real designs, and so played a very unworthy game. We cannot assume that.

It is undoubtedly a pity if the intended concession, that President Kruger did not adopt this policy at once, instead of by his delay, allowing the war spirit to arise and preparations for war to be made. The expense which has been caused might have been avoided by more judicious actions and a more considerate temper. At the same time, we must say that the outcry here and in Natal against the Boer preparations for war is the very least that we are to send out officers, troops, and ammunition, and the Boers against whom these are to be sent, are to sit down quietly and cultivate farms as if nothing at all was taking place. This is sheer, arrogant nonsense. However unwisely the Boer Government may have acted in the interests of peace, it must be allowed that if they held that the British are determined to crush their autonomy, they are not only justified in defending it, but are morally bound to do so, and surely we should despise them if they did not. At the same time, both from their own and the British point of view, it is sad that things have come to such a pass.

What we all surely need now is a reasonable and peaceful spirit all round. We, on our side, need to curb the ugly temper which talks about "avenging" a battle in which our troops were beaten, and to discountenance those who, not content with franchise concessions, assert that we should now demand ampler reforms, and even compel the Boers to disarm. The Boers, on their side, need to remember on the one hand that the world moves, and they must move with it; and on the other, that the Transvaal is a part of the world, and that the world is not a mere collection of islands, as it was once, but a whole, in which, as a whole, is not by any means in a warlike temper, notwithstanding the efforts of some journals to fan the flames, and most people would be glad to see an end of this snarling, if only the Boers made a straightforward and open "confession and avoidance," as the lawyers say. But so many injudicious or calculated words of a hostile nature are uttered and printed that it is not easy to arrive at a fair settlement. We have referred to the extreme Uitlander demands. We may also refer to the utterance of Mr. Rhodes in the Cape Parliament on Wednesday. He predicted peace, it is true, and that may be counted to him for righteousness, but for the reason he gave. There will, he said, be peace, because Mr. Kruger, yielding to irresistible force, will climb down, and that consequently in future the Transvaal will be in the hands of the Uitlanders—the very kind of talk which is an incentive to Mr. Kruger not to yield. For why should any honest man be so ready to give in to force? Cannot everyone see how far better it is to build a golden bridge so necessary for the future peace of South Africa than to brag about the coming surrender of your opponents, merely because you have the heavier battalions? To take that line is to compromise the whole of your case against the Transvaal Republic.

Nor do we think that the display of a warlike Imperialist temper is a good or wise way of serving the ostensible cause of equal political rights in South Africa. We are told by noisily people, who have very little of what they are talking, that "Imperialist" temper is required, or that if we stand any more honest to the Boers our South African Empire will be ruined. If that were true, if a few thousand Boers could really endanger British rule in Africa, we should have to infer that the British South African Empire was the weakest known in history. In the same way we deprecate the passing of such resolutions as that passed by the Canadian Parliament, whose members no doubt wished to show their affection for the Mother Country, but who might perhaps be more usefully engaged in attending to Canadian business. We cannot forget moreover, that the same Canadian Parliament passed a resolution in favour of Irish Home Rule; so that, apparently, it can vote from anti-Imperialism of an extreme type to the most extreme Imperialism without any consciousness of inconsistency. We have a great regard for our Canadian friends, but we may mildly suggest to them that this is not the way to settle it, and that we think we can settle it. We do not think it dignified or wise to hint by resolution that the fate of the British Empire depends upon whether a certain number of miners and capitalists in the Rand are to qualify for the vote during seven years or five. Do not let an exaggerated Imperialism make us ridiculous before the world. Our Empire was not built up that way.

In a word, what we all need is a firm, but reasonable and good temper. No human being can really want war, assuming that he has knowledge and imagination enough to realise what war means. The moneyed element we believe does not want war now; whatever may have been the case at one time. The Boers do not want it, for they know their State would be crushed. Cape Colony does not want it, as her political chiefs have shown. The British Government cannot want it, for whatever the immediate outcome, they must know that war would plant the seeds of discord in South Africa for centuries to come. Therefore it is the interest of every right-minded element to accept the general terms of the Bloemfontein Conference, and to denounce that Uitlander element which uses the concessions made as an excuse for further and further demands. *Economist*, August 2nd.

NEWS FROM JAPAN.

(From Japan Papers.)

Japanese Public Opinion on the Transvaal Affair.

If the *Fiji Shingo* and the *Nichi Nichi Shimbun* may be regarded as fair exponents of Japanese public opinion, England's attitude towards the Transvaal is entirely approved in this country. Reference to the *Nichi Nichi* views was made by us in a recent issue. The *Fiji* now writes in the same strain. It says that there has not been the smallest display of impatience or lightness on Great Britain's part; that the position taken by her has been moderate and fair, and that it is impossible for her to suffer herself to be flouted continually by a vassal state. At the same time, our contemporary thinks that this trouble has occurred most opportunely. For England had just conceived a great plan of South-African federation, including the building of long lines of railway to connect the various parts. The Boers, standing, as they do, against all real progress, and actuated by an exclusive policy, would have been a fatal obstacle to the consummation of that project. They have, therefore, provoked forcible interference precisely at the moment when it was most necessary. Possibly they count on the sympathy, if not the active support, of Continental Europe. But the *Fiji* thinks that, if England stands firm, neither France nor Germany will be disposed to intervene. Our contemporary's only apprehension is that, while England is occupied with the Transvaal, the opportunity may be seized by certain other Powers to make aggressions in China. Japan must watch the course of events very closely. *Daily Mail*.

A Mission Schooner for Japan's Islands.

A dedication ceremony which took place at Yokohama on Wednesday on board a new schooner, the *Fukin Maru*, built for the Baptist Mission, is described by the *Japan Gazette*. The vessel is the gift of a Scottish shipowner and has been built by Mr. Cook at Honmoku. She is intended to carry missionaries, native and foreign, to engage in evangelistic work among the small islands of the Japanese Empire, especially those in the Inland Sea, and those lying between the Straits of Shimonoseki and the Kuroshio. The master and missionary in charge is Mr. Luke W. Bickel. Mr. Bickel was formerly on the Ross Line of Steamers plying between London and Montreal, and afterwards was engaged in evangelistic work in London. He takes with him two or three Japanese Christians and a crew of nine all told. The vessel sails to-day (Friday) with the object of visiting some of the islands where Christianity has not yet been introduced.

The Salvage of the "Morgan City."

The *Kobe Chronicle* of 16th September says:—Information reaches us that the divers who have been at work on the *Morgan City* at Innoshima for some days past, have succeeded in recovering the whole of the mail, some two hundred bags in all, which has been sent to Kobe for transmission to Manila. The clothes of the crew and a quantity of provisions have also been saved. A thorough examination of the vessel has been made, and the result wired to the owners and underwriters, operations now being suspended until instructions are received. The examination discloses that there is a hole in the bow of the vessel about twelve feet in extent, and that it is probable three plates on either side will have to be replaced. The vessel apparently struck the rocks quite high up, as the hole is above the waterline. When she struck, the impact with which she went on the rocks caused the collision bulkhead to give way, and it was from this cause that the vessel so quickly filled, as soon as she came off the rocks. She lies in a fairly sheltered position, and there seems good prospect of raising her without very great difficulty should orders be received to this effect.

The Fire on the "America-Mar.".

It will be remembered that some time ago the *America Maru*, a Yokohama San Francisco steamer, was on fire in her bunkers. She put back to Yokohama on Sunday last, under what might be called most distressing circumstances. When about 820 miles from Yokohama fire was discovered in the second compartment. The captain and officers tried to keep the matter secret from the passengers, so as not to cause excitement among the latter. But as the smouldering fire assumed dangerous proportions, in spite of the utmost efforts to quench it, the passengers became acquainted with the serious state of affairs. The steamer was then turned round and headed for Yokohama at full speed. The iron partitions separating the compartment in question from the rest were red-hot and emitted tremendous heat. Great confusion and excitement existed on board the steamer, all the passengers uniting in the condemnation of the management. The mail matter alone was saved, and was practically untouched. All the cargo, including tea, etc., of which there were about 1,200 tons, is supposed to be more or less damaged. The passengers on disembarking at Yokohama, made serious charges against the Company. The latter offered to compromise the matter by refunding the expenses incurred by the passengers. It is stated, with what justice we do not know, that the captain and the European officers of the steamer ascribe the fire to causes other than the fire in the port coal bunkers. Competent authorities, however, condemn this story and think that the coal on fire was the cause of the disaster, which, in less fortunate circumstances might have ended in dire calamity. Pending an official investigation it is premature to offer an opinion, one way or the other. This much may be said, that the company is gaining an unenviable reputation. The indifference shown in the present instance by authorizing the steamer to leave with burning coal, and in endangering the lives of passengers by sending them to sea in a burning vessel, will not redound to the credit of the company.

Mr. Amano, President of the T.K.K., is reported to have said that the company called the attention of the captain to the danger of leaving Yokohama with fire in the steamer's coal-bunker, but the captain and the first engineer assured him that there was no danger at all. He further thinks that the captain erred in ordering the steamer to return to Yokohama, and that he should have headed for Honolulu. Mr. Amano expects that the *America Maru* will be ready by the 23rd inst. to leave for her destination. The Japanese emigrants (143), who formed the bulk of the passengers, have decided to go by the *City of Peking*, leaving Yokohama on the 19th inst. The saloon passengers have also decided not to cross the Pacific in the *America Maru*. *Kobe Chronicle*.

The Disagreeable side of Japan.

Mr. Tokutomi, for we take it that he is the writer—tells in the columns of the *Kokumin Shimbun*, now, on his recent journey to the West, he met a great many people who declared that they were quite tired of Japan—not tired of the country, for they admitted that its scenic

charms are perennially delightful, but tired of its people, who seem to think that the foreigner is before all things a person to be cheated and fleeced. When passing through Italy, the *Kokumin* contributor, himself, learned the significance of that feeling, for the sights of the historic country were deprived of much of their charm by the extortionate methods of the inhabitants. Nevertheless it is calculated that tourists spend 130 million yen annually in Italy, and the foreigner is certainly better treated there than he is in Japan. Switzerland, is pre-eminent among Western countries for its appreciation of what is due to the stranger within the gates, and Switzerland ranks an immense benefit in consequence. It is fair, enough that hotel-keepers in Japan should charge more to foreign than to Japanese guests, for the former give a great deal more trouble than the latter, and take up more room. But it is killing the golden-eyed goose to bleed the foreigner at every pore until he becomes too indignant and disgusted to remain another day in the country, and goes away resolved to warn all his friends against coming. We did not know that things were quite as bad as that, but it would seem that they are, from what the *Kokumin* says. In one respect, however, we can fully endorse our Tokyo contemporary, for it is a matter which we have often discussed in these columns—the singular short-sightedness of the bric-a-brac dealers, who not only carry on an extensive business in spurious antiquities, but also have a special price for the tourist. The result of such folly is that the tourist carefully avoids Japanese shops, for he knows that he can get better things of the same kind at lower prices in London, Paris, or New York. *Daily Mail*.

The Setting Sun of Buddha.

The apparent decay of Buddhism in Japan forms the theme of an interesting article in the *Fiji* (as translated by the *Japan Advertiser*). Throughout the country the Buddhist temples are in a poor state of repair; tiles are wanting on the roofs; the sacred images of Buddha and his disciples are exposed to wind and rain and the ravages of vermin. On the days set apart for special observances the priests represent both preacher and congregation. In the pre-restoration days the temples had their inherited followers whose offerings of rice and money served to support the upkeep of the buildings. To judge from the daily newspapers, the end of Buddhism in Japan is not only inevitable, but eagerly awaited. To the decay of religious belief must be attributed the enormous increase of crime throughout the land—the murders, and suicides, the frauds, committed even among nearest relatives. Many people attribute the waning influence of Buddhism to the immorality of the priests, but the *Fiji* thinks that the government can hardly be exonerated from a share of the responsibility. The latter, under the old regime, used to keep the priests severely controlled, but with the dawn of the new era, their feudal regulations annulling compulsory celibacy and vegetarianism.

Emmanuel in Jail.

If the New York *World* of August 2nd can be relied upon, "Schlitz" Emmanuel has got himself into a scrape that will require two or three silk handkerchiefs to keep his fevered brow cool, says a Yokohama correspondent, who also publishes the cutting from *The World*. "Schlitz" Emmanuel, as he was called in the East, was not long ago in Manila and Hong Kong, and is well known in both places. *The World* says:

A. H. Emmanuel, an agent for the Milwaukee Brewing Company, living at No. 217 West One Hundred and Twenty-eight street, was one of the saloon passengers who arrived on the North German Lloyd Line steamship *Prinzess Alice* from Bremen yesterday morning. He was met on the pier by his wife and daughter. Mr. Emmanuel is a portly man. It was very sultry on the pier and he made frequent use of a silk handkerchief to wipe off the perspiration. He fumbled in his pockets and looked uneasy.

Special Inspector Donohue and Brown kept near the nervous passenger. They ascertained that he had declared only table linen and leather pocketbooks worth \$47.72. Presently Donohue saw Emmanuel slyly pass a bracelet to Mrs. Emmanuel. The inspector stepped between them and said politely, "I beg your pardon, madame; the bracelet, if you please." The woman reddened and handed it over. It was found to be studded with curious jewels. Meanwhile Inspector Brown had seized Mr. Emmanuel's handkerchief and opened it. Within the folds were pinned a brooch, containing three diamonds and a gold watch. The agent's clothes were then carefully but vainly searched.

The Emmanuel protested against the seizure, and the search, but they could not explain satisfactorily. The jewelry, valued at \$3,500, was sent to the seizure room in the Appraiser's Stores and Emmanuel was arrested on a charge of smuggling and taken before United States Commissioner Russ, of Hoboken, who demanded \$1,000 bail. Not having the full of Mrs. Phyllis E. Dodge, who was detected with much more costly jewelry in her possession which she had not declared in her weeks ago, Emmanuel was obliged to go to jail.

Intimations.

AN APPEAL.

THE SUPERIORESS OF THE ITALIAN CONVENT, CAINE ROAD, begs most respectfully to APPEAL to the Residents of Hong Kong and the Post Office, for their kind patronage and support, and desires to state that she will be pleased to receive orders for all kinds of NEEDLEWORK.

Gentlemen's Shirts made to order, and Cuffs and Collars renewed on order. Ladies' and Children's Under-clothing, Children's Dresses, and all kinds of Embroidery. Materials can be supplied, if required. The Superioress will also be most grateful for any PAPER, or old ENVELOPES, to be made into Books for the Children of the Poor Schools, who are taught by the Sisters. Hongkong, 22nd April, 1899. [493]

NOTICE.

THE OFFICES OF THE "HONGKONG TELEGRAPH" have, this Day, been removed to No. 100, QUEEN'S ROAD CENTRAL, Second Floor, (the premises formerly occupied by Messrs. POWELL & Co.) to which all communications should be addressed. ETH. F. SKERTCHLY, Manager. Hongkong, 1st May, 1899.

Auctions.

PUBLIC AUCTION.

THE Undersigned has received instructions to Sell by PUBLIC AUCTION, at his Sales Rooms, Zetland Street, No. 2, SATURDAY, the 30th September, 1899, Commencing at 3 P.M. A LARGE AND VALUABLE LOT OF DIAMONDS AND JEWELRY. All guaranteed to be genuine Brilliants and 18 Carat Gold.

Comprising:— BROOCHES, EARRINGS, SCARF-PINS, LADIES' AND GENTS' RINGS, BRACELETS, PENDANTS, with DIAMONDS, RUBIES, EMERALDS, SAPPHIRES, ALEXANDRINES, OPALS and PEARLS. Catalogues issued Prior to Sale. On View at the Undersigned's. Terms of Sale:—Cash before delivery. PAUL BREWITT, Auctioneer.

Hongkong, 23rd September, 1899. [12063]

GOVERNMENT NOTIFICATION.

THE following Particulars and Conditions of Sale of Crown Land by Public Auction, to be held at the Offices of the Public Works Department, on MONDAY, the 2nd day of October, 1899, at 3 P.M., are published for general information. By Command, J. H. STEWART LOCKHART, Colonial Secretary's Office. Hongkong, 16th September, 1899. [12221]

Particulars and Conditions of the letting by Public Auction Sale, to be held on Monday, the 2nd day of October, 1899, at 3 P.M., at the Offices of the Public Works Department, by Order of His Excellency the Governor, of One Lot of CROWN LAND, at Mong Kok Tsui, in the Colony of Hongkong, lot area of 75 Years, with the option of renewal at a CROWN RENT to be fixed by the Surveyor to Her Majesty the QUEEN for one further term of 75 years.

PARTICULARS OF THE LOT.

No. of Lot.	Boundary Measurement.	Contents in Acres, Roods, and Perches.	Annual Rent.	Upset Price.
1.	Locality: Mong Kok Tsui, between the Mong Kok Tsui and the Mong Kok Tsui.	75 Acres, 1 Rood, 10 Perches.	£100 per Annum.	£10,000.

Masonic.

ZETLAND LODGE.

No. 525, E.C.

A REGULAR MEETING of the above LODGE will be held at the FREEMASONS' HALL, Zetland Street, on MONDAY, the 2nd of October, at 8.30 for 9 p.m. precisely. Visiting Brethren are cordially invited to attend. Hongkong, 25th September, 1899. [12238]

To be Let.

TO LET.

SEMI-DETACHED VILLA RESIDENCE on Bowen Road (now in course of erection). PROPERTY lately occupied by the Bowington Saw Mills. GROUND FLOOR, 52, PEARL STREET. OFFICES—1st floor, No. 10, PRAYA CENTRAL. (Lately occupied by Messrs. MELCHERS & Co.) "HARFORD" MAGAZINE GAP. No. 4, RIFON TERRACE. Apply to THE HONGKONG LAND INVESTMENT & AGENCY CO., LD. Hongkong, 28th August, 1899. [12]

TO LET.

OFFICE ROOMS on 1st floor of No. 4, Queen's Road, Central, (lately the IMPERIAL BANK OF CHINA). Apply to Comptroller Office, E. C. HOCHAPPEL, Hongkong, 23rd March, 1899. [398]

TO LET.

ROOMS with or without BOARD, in CENTRAL POSITION. Summertime Rates. Apply to "H." c/o of this Office. Hongkong, 17th May, 1899. [644]

For Sale.

FOR SALE.

THE STEAM LAUNCH, WINDSOR HOTEL, 1 Year Old, 18 feet Keel, 11.6 Width, 6.4 Depth. COMPOUND ENGINE. Apply to P. BOHM, Windsor Hotel. Hongkong, 21st September, 1899. [12]

FOR SALE.

HOTEL BUSINESS in NORTHERN PORT, Long Lease at very Low Rental, Good Paying concern. Owner obliged to return to England through ill health. For further Particulars, apply in First Instance, by Letter to G.W.V., Office of this Paper. 14th September, 1899. [1177a]

NOTICE.

THE BEST PREVENTIVE OF ALL INFECTIOUS DISEASES. JEVES' FLUID. DISINFECTANT. AVOID ALL RISK OF OUTBREAK BY ITS USE. W. G. HUMPHREYS & Co., Bank Buildings, Hongkong, 9th March, 1897. [11]

Shipping.

STEAMERS.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND TAMSUI. THE Company's Steamship

"HAIMUN." Captain Davis, will be despatched for the above Ports, TO-MORROW, the 29th inst., at 10 A.M.

For Freight or Passage, apply to DOUGLAS LAIR & Co., General Managers, Hongkong, 28th September, 1899. [1230a]

HONGKONG AND MANILA REGULAR LINE OF STEAMERS.

FOR MANILA. THE Steamship

"LEGAZPI." Captain A. Yillar, will be despatched as above on SATURDAY, the 30th inst., at Noon.

The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The Vessel is fitted throughout with Electric Light.

For Freight and Passage, apply to LIZARRAGA HERMANOS, Agents, No. 6, Becclesfield Arcade, Hongkong, 27th September, 1899. [1231a]

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA (DIRECT). THE Company's Steamship

"ESMERALDA." Captain Cobham, will be despatched for the above Port, on SATURDAY, the 30th inst., at 5 P.M.

This steamer has Superior Accommodation for Passengers and is fitted with the Electric Light.

For Freight or Passage, apply to SHEWAN, TOMES & Co., General Managers, Hongkong, 25th September, 1899. [1230a]

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL. THE Company's Steamship

"ORESTES." Captain Pulford, will be despatched on TUESDAY, the 31st October.

For Freight, apply to BUTTERFIELD & SWIRE, Agents, Hongkong, 25th September, 1899. [1221a]

THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR SWATOW, AMOY AND TAMSUI. THE Company's Steamship

"MAIZURU MARU." Captain T. Ogata, will be despatched for the above ports, on SUNDAY, the 1st October, at Daylight.

For Freight or Passage, apply to MITSUI BUSSAN KAISHA, Agents, Hongkong, 25th September, 1899. [1213a]

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Steamship

"CATHERINE APCAR." Captain J. G. Olfert, will be despatched for the above Ports, on MONDAY, the 2nd October, at 3 P.M.

For Freight or Passage, apply to DAVID SASSOON, SONS & Co., Agents, Hongkong, 26th September, 1899. [1235a]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE. (Calling at PORT DARWIN and QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

THE Steamship

"AIRLIE." Captain Clyma, will be despatched as above on MONDAY, the 2nd October, at 4 P.M.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with the Electric Light.

A Stewardess and a duly-qualified Surgeon are carried.

N.B.—Return Tickets issued by this Company to and from AUSTRALIA, are available for return by the Steamers of the CHINA NAVIGATION COMPANY and vice versa.

For Freight or Passage, apply to GIBB, LIVINGSTON & Co., Agents, Hongkong, 9th September, 1899. [1149a]

CHINA NAVIGATION COMPANY, LIMITED.

FOR TIENSIN. THE Company's Steamship

"NANCHANG." Captain Finlayson, will be despatched as above on THURSDAY, the 5th October.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents, Hongkong, 26th September, 1899. [1229a]

SHEWAN TOMES & CO.'S "NEW YORK" LINE.

FOR NEW YORK VIA SUEZ CANAL. THE New Steamship

"PING SUEY." Captain C. de La Perrelle, will be despatched for the above Port, on TUESDAY, the 30th October.

For Freight, apply to SHEWAN, TOMES & Co., Agents, Hongkong, 26th September, 1899. [1202a]

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL. THE Company's Steamship

"CALCHAS." Captain Gregory, will be despatched as above on TUESDAY, the 17th October.

For Freight, apply to BUTTERFIELD & SWIRE, Agents, Hongkong, 25th September, 1899. [1216a]

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship

"ARCYL." will be despatched for the above port and will be followed by S.S. "JOHN SANDERSON" at Intervals S.S. "AFGHANISTAN" at 2 weeks.

For Freight, apply to DODWELL & CO., LIMITED, Agents, Hongkong, 7th September, 1899. [941a]

Consignees.

NOTICE TO CONSIGNEES.

FROM ANTWERP, LONDON, PORT SAID, SUEZ AND STRAITS. THE P. & O. S. N. Co's Steamship

"JAVA." Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each Consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo:— From Italy, ex S.S. *Thames*. Optional goods will be landed here unless instructions are given to the contrary before 3 P.M. TO-DAY.

Goods not cleared by the 18th inst., at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

All damaged Packages must be left in the Godowns and a certificate of the damage obtained from the Godown Company within ten days after the Vessel's arrival here, after which no Claims will be recognised.

H. A. RITCHIE, Superintendent, Hongkong, 22nd September, 1899. [1215a]

NIPPON YUSEN KAISHA.

NOTICE TO CONSIGNEES.

FROM MIDDLESBORO, ANTWERP, LONDON, COLOMBO AND SINGAPORE. THE Company's Steamship

"BINGO MARU." Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each Consignment will be sorted out mark by mark and delivery can be obtained as soon as the goods are landed.

Optional Goods will be landed here unless instructions are given to the contrary before Noon, TO-DAY.

Goods not cleared by the 2nd October, will be subject to rent.

All ship-damaged packages must be left in the Godowns where they will be examined on MONDAY, the 2nd October, and THURSDAY, 5th October, both days at 10 A.M., upon notice of such damage being sent in beforehand to this office.

All claims must reach the undersigned before the 5th October, or they will not be recognised. No Fire Insurance has been effected.

NIPPON YUSEN KAISHA, Hongkong, 26th September, 1899. [1228a]

Intimations.

ALL KINDS OF PROVISIONS, CUTLERY, BRUSHES, BROOMS, VINOLIA SOAPS, AND SCENTS, FANCY GOODS, TOBACCOS AND CIGARETTES.

THE MUTUAL STORES (SUB AGENTS LIPTON LIMITED), 57 & 59, QUEEN'S ROAD CENTRAL.

CHEAPEST HOUSE IN THE COLONY. Hongkong, 5th September, 1899.

Intimations.

LEVY HERMANOS.

DIAMOND MERCHANTS, JEWELLERS AND WATCHMAKERS.
Sole Agents in the East for the amalgamated
CLEMENT, HUMBER and GLADIATOR CO., LD.
DUNLOP TYRES' BICYCLES—PRICE—\$160.
Aspecial reliable Watch made for this Climate.
Quality A. ————— \$16
Quality B. ————— \$12
40, QUEEN'S ROAD,
Watson's Building.

MITSUI BUSSAN KAISHA.

No. 6, 100 House Street, Praya Central.

Head Office—TOKIO.

Branch Offices—

LONDON, NEW YORK, BOMBAY,

NEWPORT, SHANGHAI, TIENTSIN,

NEWCHANG and all Ports in JAPAN.

Agents—

Milki Coal Mines.

Kanada Coal Mines.

Hokoku Coal Mines.

Yoshinotani Coal Mines.

Onoura Coal Mines.

No. 1, Ohtsutsu Coal Mines.

Ichimura Coal Mines.

Kishima Coal Mines.

Yoshio Coal Mines.

Yamano Coal Mines.

Manoura Coal Mines.

The Osaka Shosen Kaisha, Ltd.

Tokio Marine Insurance Co., Limited.

Melji Fire Insurance Co., Limited.

Kanagawachi Cotton Spinning Mills.

Shanghai Cotton Spinning Mills.

Tokio Cotton Spinning Mills.

Milki Cotton Spinning Mills.

Imperial Government Paper Mills.

Onoda Cement Company.

MITSUI BUSSAN KAISHA,

K. HASEGAWA,

Manager.

Hongkong, 19th August, 1899.

GRIMAULT'S SYRUP

HYPO-PHOSPHITE OF LIME

FOR DISEASES OF THE CHEST

All suffering from Catarrh, Consumption, Obstructive Coughs or Colds and those affected with diseases of the Chest, Lungs and Bronchial Tubes, should take

GRIMAULT'S SYRUP HYPO-PHOSPHITE OF LIME.

Prescribed by the leading medical authorities in all countries for the last twenty-five years with the greatest success, it continues to retain its reputation where all other medicines have failed.

Grimault's Syrup immediately arrests the Cough, Spitting of blood and Night-sweats, and the Appetite improves rapidly—a fact soon demonstrated by an increase of weight and healthy appearance.

Grimault's Syrup has a rose colour, and is sold in No. 1 oval bottles. Beware of imitations.

GRIMAULT & Co., Paris, sold by all Chemists.

LETTER ALL COME

YEE CHUN'S STUDIO

at No. 50, QUEEN'S ROAD CENTRAL, where PHOTOGRAPHS and PORTRAITS on IVORY are executed at Moderate Prices. Hongkong, 23rd May, 1899. [596]

SIEN TING,

SURGEON DENTIST,

No. 10, D'AGUIAR STREET.

TERMS VERY MODERATE.

Consultation free.

Hongkong, 27th September, 1898. [45]

DENTISTRY.

SUI SANG,

(Lately Practising with Dr. I. SAKATA),

DENTIST,

No. 4, Queen's Road Central.

Hongkong, 8th March, 1899. [18a]

MEE CHEUNG,

PHOTOGRAPHER,

TOP FLOOR OF ICE HOUSE, IN

Ice-House Road.

IS now in a position, in his New and Commodious Premises, to eclipse, as heretofore, ALL PHOTOGRAPHIC ART PRACTICED in the Colony or in any part of the Far East. GROUPS AND VIEWS a speciality.

Hongkong, 22nd September 1898. [45]

NOTICE.

NEITHER THE CAPTAINS, THE AGENTS, nor the OWNERS will be RESPONSIBLE for any DEBT contracted by the Officers or the Crews of the following Vessels during their stay in Hongkong Harbour—

HUTTON HALL, British ship, Thurber, Chas. E. Richardson & Co.

The Share Market.

LATEST QUOTATIONS.

(September 28th.)

Banks.

Hongkong and Shanghai Banking Corporation—34 1/2 per cent. prem.

The Bank of China & Japan, Ltd.—(Preference) nominal.

The Bank of China & Japan, Ltd.—(Ordinary) 1/2 buyers.

The Bank of China & Japan, Ltd.—(Deferred)—1/2 buyers.

National Bank of China, Ltd.—\$26 1/2.

Do. ————— \$26 1/2.

Marine Insurance.

Union Insurance Society of Canton, Ltd.—\$260.

China Traders Insurance Co., Limited—\$65.

North China Insurance Co., Ltd.—\$120.

Yantai Insurance Assoc., Ltd.—\$120.

Canton Insurance Office, Ltd.—\$150.

Strait Insurance Co., Ltd.—\$5.

Fire Insurance.

Hongkong Fire Ins. Co., Ltd.—\$335.

China Fire Ins. Co., Ltd.—\$38.

Shipping.

Hongkong, Canton, & Macao Steamboat Co., Limited—\$30.

Indo-China Steam Navigation Company, Ltd.—\$72.

China & Manilla S.S. Co., Ltd.—\$90.

Douglas Steamship Co., Ltd.—\$40.

China Mutual S. N. Co., Ltd.—(Preference)—\$20 buyers.

China Mutual S. N. Co., Ltd.—(Ordinary)—

\$5.10 buyers.

China Mutual S. N. Co., Ltd.—(Ordinary)—\$5 buyers.

Star Ferry Co., Ltd.—\$19.

Refineries.

China Sugar Refining Co., Ltd.—\$147.

Luzon Sugar Refining Co., Ltd.—\$54.

Mining.

Panjom Mining Co., Ltd.—\$82.

Do. Preference Shares—\$2.

Société Française des Charbonnages du Tonkin—\$240.

Queen Mines, Limited—\$450.

Gold Mining and Trading Co., Ltd.—\$147.

Raub A'ian Gold Mining Co., Ltd.—\$63.

Oliver's Freehold Mines, Ltd.—(A)—\$118.

Oliver's Freehold Mines, Ltd.—(B)—\$720.

Great Eastern and Caledonian Gold Mining Co., Ltd.—\$270.

Docks, Wharves and Godowns.

Hongkong & Whampoa Dock Co., Ltd.—\$30.

Hongkong and Kowloon Wharf and Godown Company, Limited—\$97.

Wanchai Warehouse and Storage Co., Ltd.—\$45.

New Amoy Dock Co., Ltd.—\$18.

Land, Hotels and Buildings.

China Provident Loan and Mortgage Co., Ltd.—\$950.

Hongkong Land Investment and Agency Co., Ltd.—\$114.

Kowloon Land and Building Co., Ltd.—\$20.

West Point Building Co., Ltd.—\$35.

Hongkong Hotel Co., Ltd.—\$131.

Humphrey's Estate and Finance Co., Ltd.—\$104.

Miscellaneous.

Green Island Cement Co., Ltd.—\$284.

China-Borneo Co., Limited—104.

A. S. Watson & Co., Limited—\$1675.

Hongkong Electric Co., Limited—\$13.

Hongkong and China Gas Co., Ltd.—\$130.

Hongkong Rope Manufacturing Co., Ltd.—\$190.

Geo. Fenwick & Co., Ltd.—\$424.

Hongkong Ice Co., Ltd.—\$130.

Hongkong High-Level Tramways Co., Ltd.—\$147.

Dairy Farm Co., Limited—\$6.

Hongkong & China Bakery Co., Ltd.—\$25.

Campbell, Moore & Co., Ltd.—\$15.

Bell's Asbestos Eastern Agency, Limited—\$1 nominal.

Bell's Asbestos Eastern Agency, Ltd.—\$5.

Carmichael & Co., Limited—\$8.

Hongkong Cotton Spinning, Weaving, and Dyeing Co., Ltd.—\$55.

Ewo Cotton Spinning & W. Co., Ltd.—\$18. 68.

International Cotton Mfg. Co., Ltd.—\$18. 75.

Laou-chang-mow Cotton Spinning & Weaving Co., Ltd.—\$18. 77.

Soo Chee Cotton Spinning Co., Ltd.—\$18. 350.

Yehong Cotton Spinning Co., Ltd.—\$18. 350.

Tebrau Planting Co., Ltd.—\$4 per share.

Tebrau Planting Co., Ltd.—\$5.

BENJAMIN, KELLY & PORTS (Share Brokers).

Telegraph Address—"Rialto."

EXCHANGE.

Hongkong, 28th September.

ON LONDON, Telegraphic Transfer, 1/11 3/16.

Bank Bills, on demand, 1/11 1/16.

Credits, 4 months' sight, 1/11 1/16.

Dhments, 4 months' sight, 1/11 1/16.

ON PARIS, Bank Bills, on demand, 1/11 1/16.

Credits, 4 months' sight, 1/11 1/16.

ON NEW YORK, Bank Bills, on demand, 1/11 1/16.

Credits, 30 days' sight, 1/11 1/16.

ON BOMBAY, Telegraphic Transfer, 1/11 1/16.

On demand, 1/11 1/16.

ON SHANGHAI, Telegraphic Transfer, 1/11 1/16.

Private, 30 days' sight, 1/11 1/16.

ON YOKOHAMA, T.T., 1/11 1/16.

Sovereigns, Bank's Buying Rate, 1/11 1/16.

Gold Leaf 100 touch, per tael, 1/11 1/16.

Bar Silver, 1/11 1/16.

Dollars, 1/11 1/16.

28th September.

3/16.

1/11 1/16.

1/11 1/16.

1/11 1/16.

1/11 1/16.

1/11 1/16.

1/11 1/16.

1/11 1/16.

1/11 1/16.

1/11 1/16.

1/11 1/16.

1/11 1/16.

1/11 1/16.

1/11 1/16.

1/11 1/16.

1/11 1/16.

1/11 1/16.

1/11 1/16.

1/11 1/16.

1/11 1/16.

1/11 1/16.

1/11 1/16.

1/11 1/16.

1/11 1/16.

1/11 1/16.

1/11 1/16.

1/11 1/16.

1/11 1/16.

1/11 1/16.

1/11 1/16.

1/11 1/16.

1/11 1/16.

1/11 1/16.

1/11 1/16.

1/11 1/16.

1/11 1/16.

1/11 1/16.

1/11 1/16.

1/11 1/16.

1/11 1/16.

1/11 1/16.

OPIMUM QUOTATIONS.

Hongkong, 28th September.

New Patna, 1897, per chest, 807 1/2.

New Patna, 1898, per chest, 807 1/2.

New Patna, 1899, per chest, 807 1/2.

Old Malwa, 1897, per picul, 780 1/2.

Persian, paper tied, 670 1/2.

VESSELS IN PORT.

Steamers.

ARRATON APCAR, British steamer, 1,332.

Erhardt, 23rd Sept.—Molli 19th Sept.

Coal—Gibb, Livingston & Co.

BISADON, Italian steamer, 1,359.

Darwin, 26th Sept.—Bombay 9th Sept.

and Singapore 20th, General—Carlowski & Co.

CATHERINE APCAR, British steamer, 1,730.

J. G. Offert, 25th Sept.—Calcutta 9th Sept.

Penang and Singapore 19th, General—David Sassoon, Sons & Co.

CHINA, American steamer, 3,187.

W. B. Seabury, 21st Sept.—San Francisco 25th

Aug., and Shanghai 18th Sept., Mails and General—P. M. S. S. Co.

CHINA, German steamer, 1,113.

P. Voss, 26th Sept.—Canton 26th Sept., General—Siemssen & Co.

CHINA, British steamer, 2,517.

H. C. Harris, 27th Sept.—Amoy 26th Sept., General—Holliday, Wise & Co.

CHOWFA, British steamer, 1,050.

J. Williamson, 24th Sept.—Bangkok 16th Sept., and Koh-

si-chang 18th, General—Butterfield & Swire.

DEVANWONGSE, British steamer, 1,057.

Richard, 23rd Sept.—Bangkok 16th Sept., Koh-

si-chang 17th, and Hoihow 24th, General—Yuen Fat Hong.

FUTAMI MARU, Japanese steamer, 2,381.

J. Thom, 26th Sept.—Japan and Nagasaki 22nd

Sept., General—Nippon Yusen Kaisha.

HAIMUN, British steamer, 636.

W. J. Davis, 27th Sept.—Tamsui 24th Sept., Amoy

25th, and Swatow 26th, General—Douglas, Laprak & Co.

HOLSTEIN, German steamer, 985.

M. Island, 25th Sept.—Saigon 20th Sept., Rice—Lester & Co.

KAOSHIMA MARU, Japanese steamer, 2,706.

R. Nunome, 25th Sept.—Singapore 9th Sept., Cotton, &c.—Nippon Yusen Kaisha.

LEGASPI, Spanish steamer, 365.

Antonio Tribar, 4th Sept.—Manila 1st Sept., General—Order.